

**2005**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**138**

City of Winchester

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

 Interstate Route      Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

 US Route

 Virginia State Route

 Frontage Road (F precedes frontage route number)

 Secondary Route

### Special Routes

 Bus - Business Route

Bypass - Bypass Route

Truck - Truck Route

 ALT - Alternate Route

Wye - Wye Route connector

 P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

 The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail						
7 50 P 522 P Boscawen St	City of Winchester	0.18	3500	G	89%	1%	2%	5%	3%	0%	C	NA		3700	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000		G	89%	1%	2%	5%	3%	0%	F	NA		14000	G	
7 11 P 50 P Cameron St	City of Winchester	0.17	8000	F	96%	1%	1%	1%	1%	0%	F	0.093	F	8800	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000		F	96%	1%	1%	1%	1%	0%	F	NA		18000	F	
7 Piccadilly St	City of Winchester	0.18	9400	F	96%	1%	1%	1%	1%	0%	F	0.087	F	0.531	10000	F
To: East Lane																
From: Piccadilly St																
7 East Lane	City of Winchester	0.02	8500	F	96%	1%	1%	1%	1%	0%	F	0.087	F	0.547	9300	F
To: Fairfax Lane																
From: Highland Ave																
7 National Ave	City of Winchester	0.32	9800	F	96%	1%	1%	1%	1%	0%	F	0.086	F	0.57	11000	F
To: 138-5213 Pleasant Valley Rd																
7 Berryville Ave	City of Winchester	0.79	24000	F	96%	1%	1%	1%	1%	0%	C	0.079	F	0.524	26000	F
To: Ross St																
From: Berryville Ave																
7 Braddock St	City of Winchester	0.17	8000	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.842	8800	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000		F	96%	1%	1%	1%	1%	0%	F	NA		18000	F	
To: Piccadilly St																
From: Braddock St																
7 50 P 522 P Piccadilly St	City of Winchester	0.18	8900	F	89%	1%	2%	5%	3%	0%	F	0.087	F	0.731	9800	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000		G	89%	1%	2%	5%	3%	0%	F	NA		14000	G	
To: SR 7 Cameron St																
From: Valley Ave																
11 Valley Ave	City of Winchester	1.37	15000	F	96%	0%	1%	1%	2%	0%	F	0.084	F	0.507	16000	F
To: Middle Rd																
From: Valley Ave																
11 Valley Ave	City of Winchester	0.12	25000	F	96%	0%	1%	1%	2%	0%	F	0.079	F	0.534	27000	F
To: Weems Lane																
From: Valley Ave																
11 Valley Ave	City of Winchester	0.67	18000	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.548	19000	F
To: Bellview Ave																
From: Valley Ave																
11 Valley Ave	City of Winchester	0.59	11000	F	96%	0%	1%	1%	2%	0%	F	0.09	F	0.586	13000	F
To: US 11 Par Braddock St																
From: Valley Ave																
11 Valley Ave	City of Winchester	0.09	2900	F	95%	1%	3%	1%	1%	0%	F	0.089	F		3200	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000		F	93%	1%	3%	2%	1%	0%	F	0.094	F	0.583	14000	F
To: Gerard St																

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
   Gerrard St	City of Winchester	0.10	11000	F	95%	1%	3%	1%	1%	0%	F	0.078	F	0.679	12000	F	
		To:															
		From:		Valley Ave													
    Cameron St	City of Winchester	0.53	5400	F	96%	1%	1%	1%	1%	0%	C	0.081	F		5900	F	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	12000	F	96%	1%	1%	1%	1%	0%	C	NA			13000	F	
		To:															
		From:		Boscawen St													
    Cameron St	City of Winchester	0.17	8000	F	96%	1%	1%	1%	1%	0%	F	0.093	F		8800	F	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	16000	F	96%	1%	1%	1%	1%	0%	F	NA			18000	F	
		To:															
		From:		Piccadilly St													
 Cameron St	City of Winchester	0.83	5600	F	95%	1%	3%	1%	1%	0%	C	0.082	F	0.545	6100	F	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	11000	F	95%	1%	2%	1%	1%	0%	C	0.082	F	0.714	12000	F	
		To:															
		From:		US 11 Par. Loudoun St													
 Martinsburg Pike	City of Winchester	0.31	11000	F	95%	1%	3%	1%	1%	0%	F	0.089	F	0.504	12000	F	
		To:		NCL Winchester													
		From:		US 11 Valley Ave													
 Braddock St	City of Winchester	0.09	9600	F	93%	1%	3%	2%	1%	0%	F	0.095	F	0.75	10000	F	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	13000	F	93%	1%	3%	2%	1%	0%	F	0.094	F	0.583	14000	F	
		To:															
		From:		Gerrard St													
    Braddock St	City of Winchester	0.53	6400	F	97%	1%	1%	1%	0%	0%	C	0.093	F		7000	F	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	12000	F	96%	1%	1%	1%	1%	0%	C	NA			13000	F	
		To:															
		From:		Boscawen St													
    Braddock St	City of Winchester	0.17	8000	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.842	8800	F	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	16000	F	96%	1%	1%	1%	1%	0%	F	NA			18000	F	
		To:															
		From:		Piccadilly St													
 Braddock St	City of Winchester	0.36	2400	F	93%	1%	3%	2%	1%	0%	C	0.089	F		2600	F	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	8000	F	94%	1%	3%	1%	1%	0%	C	NA			8700	F	
		To:															
		From:		North Ave													
 North Ave	City of Winchester	0.03	510	F	97%	2%	1%	0%	0%	0%	C	0.114	F	0.719	560	F	
		Combined Traffic Estimates for Parallel Roadways on this Route:	NA									NA			NA		
		To:															
		From:		Loudoun St													
 Loudoun St	City of Winchester	0.30	3600	F	99%	0%	1%	0%	0%	0%	C	0.079	F	0.766	3900	F	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	9200	F	96%	1%	2%	1%	1%	0%	C	NA			10000	F	
		To:															
		From:		Wyck St													
 Loudoun St	City of Winchester	0.24	5000	F	96%	0%	1%	1%	2%	0%	C	0.089	F	0.764	5500	F	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	11000	F	95%	1%	2%	1%	1%	0%	C	0.082	F	0.714	12000	F	
		To:															
		From:		US 11 Cameron St													

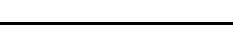
Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
Jubal Early Drive	City of Winchester	0.09	<b>26000</b>	F	96%	0%	1%	1%	1%	0%	C	0.083	F	0.649	28000	F	
Millwood Ave	City of Winchester	0.86	<b>13000</b>	F	97%	1%	1%	1%	0%	0%	F	0.085	F	0.529	14000	F	
Amherst St	City of Winchester	0.64	<b>16000</b>	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.569	17000	F	
Amherst St	City of Winchester	0.75	<b>14000</b>	F	98%	0%	1%	0%	0%	0%	C	0.088	F	0.501	15000	F	
Boscawen St	City of Winchester	0.37	<b>17000</b>	G	98%	0%	1%	0%	0%	0%	F	NA			18000	G	
Braddock St	City of Winchester	0.53	<b>6400</b>	F	97%	1%	1%	1%	0%	0%	C	0.093	F		7000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							<b>12000</b>	F	96%	1%	1%	1%	1%	1%	13000	F	
Gerrard St	City of Winchester	0.07	<b>8800</b>	F	97%	1%	1%	1%	0%	0%	F	0.084	F	0.565	9600	F	
Gerrard St	City of Winchester	0.10	<b>11000</b>	F	95%	1%	3%	1%	1%	0%	F	0.078	F	0.679	12000	F	
Millwood Ave	City of Winchester	0.86	<b>13000</b>	F	97%	1%	1%	1%	0%	0%	F	0.085	F	0.529	14000	F	
Jubal Early Drive	City of Winchester	0.09	<b>26000</b>	F	96%	0%	1%	1%	1%	0%	C	0.083	F	0.649	28000	F	
Braddock St	City of Winchester	0.17	<b>8000</b>	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.842	8800	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							<b>16000</b>	F	96%	1%	1%	1%	1%	1%	18000	F	
Piccadilly St	City of Winchester	0.18	<b>8900</b>	F	89%	1%	2%	5%	3%	0%	F	0.087	F	0.731	9800	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							<b>12000</b>	G	89%	1%	2%	5%	3%	0%	F	NA	14000 G
Cameron St	City of Winchester	0.17	<b>8000</b>	F	96%	1%	1%	1%	1%	0%	F	0.093	F		8800	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							<b>16000</b>	F	96%	1%	1%	1%	1%	1%	18000	F	
Cameron St	City of Winchester	0.53	<b>5400</b>	F	96%	1%	1%	1%	1%	0%	C	0.081	F		5900	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							<b>12000</b>	F	96%	1%	1%	1%	1%	0%	C	NA	13000 F
To: US 50 Gerrard St																	

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
50 Millwood Ave	City of Winchester	0.18	9600	F	98%	0%	1%	0%	1%	0%	C	0.078	F	0.858	10000	F
	To:		US 50 Apple Blossom Dr													
North 81	City of Winchester (Maint: 34)	0.07	30000	A	76%	1%	1%	1%	20%	1%	C	0.094	A		30000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	59000		A	77%	1%	1%	1%	19%	1%	C	NA			61000	A
South 81	City of Winchester (Maint: 34)	0.07	30000	A	77%	1%	1%	1%	19%	1%	C	0.094	A		30000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	59000		A	77%	1%	1%	1%	19%	1%	C	NA			61000	A
522 50 17 Jubal Early Drive	From: City of Winchester	I-81														
	To: Millwood Ave															
522 50 17 Millwood Ave	From: City of Winchester	Jubal Early Dr														
	To: Cameron St															
522 11 11p 50 Cameron St	From: City of Winchester	Millwood Ave														
	To: Boscawen St															
522 11 11p 50 Cameron St	From: City of Winchester	SR 7 Piccadilly St														
	To: US 11 Cameron St															
522 7 50 Piccadilly St	From: City of Winchester	US 50, SR 7 Braddock St														
	To: Fairmont Ave															
522 Piccadilly St	From: City of Winchester	US 19	6100	F	96%	1%	1%	1%	2%	0%	F	0.091	F	0.530	6600	F
	To: Piccadilly St															
522 Fairmont Ave	From: City of Winchester	Commercial St														
	To: NCL Winchester															
522 Fairmont Ave	From: City of Winchester	US 522, US 11 Cameron St														
	To: Gerrard St															
522 11 50 Gerrard St	From: City of Winchester	US 11 Valley Ave														
	To: Braddock St															
522 50 Gerrard St	From: City of Winchester	Braddock St														

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	
							2Axe	3+Axe	1Trail	2Trail						
 Braddock St	City of Winchester	0.53	<b>6400</b>	F	97%	1%	1%	1%	0%	0%	C	0.093	F	7000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>12000</b>	F	96%	1%	1%	1%	1%	0%	C	NA		13000	F	
 Braddock St	City of Winchester	0.17	<b>8000</b>	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.842	8800	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>16000</b>	F	96%	1%	1%	1%	1%	0%	F	NA		18000	F	
							To:  US 522 Piccadilly St									

Virginia Department of Transportation  
Traffic Engineering Division

2005

Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Winchester

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
(1) Woodstock Ln	0.63	2500	F	97%	1%	2%	0%	1%	0%	C	0.095	F	0.648	2700	F	2005
			From:	Pleasant Valley Rd												
			To:	ECL Winchester												
(2) Fort Collier Drive	0.16	8600	F	96%	1%	1%	1%	1%	0%	C	0.096	F	0.684	9500	F	2005
			From:	Berryville Ave												
			To:	NCL Winchester												
(3) Washington St	0.64	5000	F	99%	0%	1%	0%	0%	0%	C	0.086	F	0.603	5500	F	2005
			From:	Handley Blvd												
			To:	Piccadilly St												
(4) Handley Blvd	0.08	11000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.513	12000	F	2005
			From:	Braddock St												
			To:	Washington St												
(5) Tevis Ave	0.21	8000	F	99%	0%	0%	0%	0%	0%	C	0.086	F	0.549	8700	F	2005
			From:	Valley Ave												
			To:	Cedarmeade Ave												
(6) Cedarmeade Ave	0.55	1400	F	97%	2%	1%	0%	0%	0%	C	0.126	F	0.548	1500	F	2005
			From:	Tevis St												
			To:	Papermill Rd												
(7) Jubal Early Dr	0.65	6200	F	99%	0%	1%	0%	0%	0%	F	0.1	F	0.518	6800	F	2005
			From:	Handley Ave												
			To:	US 11 Valley Avenue												
(7) Jubal Early Dr	0.98	21000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.511	22000	F	2005
			From:	US 50 Par Apple Blossom Dr												
(5200) Cedar Creek Grade	0.52	14000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.633	15000	F	2005
			From:	Valley Ave												
(5200) Weems Ln	0.50	14000	F	98%	0%	1%	0%	0%	0%	C	0.089	F	0.514	15000	F	2005
			To:	Papermill Rd												
(5201) Middle Rd	1.01	3600	F	98%	0%	1%	0%	0%	0%	C	0.095	F	0.601	4000	F	2005
			From:	Valley Ave												
			To:	WCL Winchester												
(5203) Fox Dr	0.86	4000	F	98%	1%	0%	0%	0%	0%	C	0.100	F	0.577	4300	F	2005
			From:	US 50												
			To:	NCL Winchester												
(5204) Cork St	0.08	8500	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.519	9300	F	2005
			From:	US 11 Cameron St												
			To:	Kent St												
(5204) Cork St	0.48	10000	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.563	11000	F	2005
			From:	138-5213 Pleasant Valley Rd												
(5204) Senseny Rd	0.44	9800	F	99%	0%	1%	0%	0%	0%	C	0.083	F	0.614	11000	F	2005
			To:	ECL Winchester												
(5206) Commercial St	0.29	3800	F	97%	0%	2%	0%	0%	0%	C	0.090	F	0.605	4200	F	2005
			From:	Fairmont Ave												
			To:	Cameron St												
(5207) Shawnee Dr	0.67	5500	F	95%	1%	1%	1%	2%	0%	C	0.091	F	0.561	6000	F	2005
			From:	SCL Winchester												
			To:	Papermill Rd												
(5209) Papermill Rd	0.86	11000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.501	12000	F	2005
			From:	SECL Winchester												
			To:	Pleasant Valley Rd												
(5209) Papermill Rd	0.64	7100	F	98%	0%	1%	0%	1%	0%	C	0.094	F	0.530	7700	F	2005
			From:	Weems Lane												
			To:	Commerce St												
(5209) Loudoun St	0.58	15000	F	98%	0%	1%	0%	0%	0%	C	0.089	F	0.525	17000	F	2005
			To:	Commerce St												

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
(5209) Loudoun St	0.57	6100	F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.536	6700	F	2005
			From:	Commerce St												
			To:	Gerrard St												
(5213) Pleasant Valley Rd	1.22	13000	F	97%	0%	1%	1%	1%	0%	C	0.088	F	0.522	14000	F	2005
			From:	Papermill Rd												
			To:	Jubal Early Drive												
(5213) Pleasant Valley Rd	0.36	22000	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.504	24000	F	2005
			From:	Millwood Ave												
(5213) Pleasant Valley Rd	0.91	23000	F	97%	0%	1%	1%	1%	0%	F	0.081	F	0.533	25000	F	2005
			To:	Cork St												
(5213) Pleasant Valley Rd	0.36	19000	F	97%	0%	1%	1%	1%	0%	F	0.082	F	0.537	21000	F	2005
			From:	National Ave												
(5221) Smithfield Ave	0.63	2600	F	96%	1%	2%	0%	1%	0%	C	0.092	F	0.596	2800	F	2005
			To:	NCL Winchester												
2nd Street	160		F								0.109	F		180	F	2005
			From:	Cedarmeade Ave												
			To:	Summit Ave												
Amherst St	4400		F								0.088	F	0.778	4900	F	2005
			From:	Boscawen St												
			To:	Braddock St												
Battaile Dr	1200		G								NA			1300	G	2005
			From:	Shawnee Dr												
			To:	SCL Winchester												
Beachcroft Rd	150		F								0.132	F		160	F	2005
			From:	Wentworth Dr												
			To:	Oakwood Ct												
Bellview Ave	1200		F								0.093	F		1300	F	2005
			From:	Valley Ave												
			To:	Lewis St												
Bond St	350		F								0.103	F		390	F	2005
			From:	Loudoun St												
			To:	Cameron St												
Braddock St	870		F								0.077	F		950	F	2005
			From:	Jackson Ave												
			To:	Locust Ave												
Branner Ave	350		F								0.108	F		380	F	2005
			From:	Ridge Ave												
			To:	Isaac St												
Butler Ave	250		F								0.116	F		270	F	2005
			From:	Green St												
			To:	Beau St												
Caroline St	350		F								0.101	F		380	F	2005
			From:	Old Fort Rd												
			To:	Marion St												
Commerce St	770		F								0.087	F		850	F	2005
			From:	Whitlock Ave												
			To:	Southwerk St												
Dunlap St	230		F								0.1	F		250	F	2005
			From:	Bruce St												
			To:	WCL Winchester												
E Southwerk St	1500		F								0.104	F		1600	F	2005
			From:	S Loudoun St												
			To:	S Cameron St												

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						2Axle	3+Axle	1Trail	2Trail						
<b><u>City of Winchester</u></b>															
Elm St	4000	F								0.096	F	4300	F	2005	
			From:	Frederick Ave											
			To:	Woodland Ave											
Euclid Ave	280	F								0.127	F	310	F	2005	
			From:	Grove St											
			To:	Woodstock Lane											
Glaize Ave	230	F								0.227	F	250	F	2005	
			From:	S.Loudoun St											
			To:	Dead End											
Handley St	560	F								0.107	F	610	F	2005	
			From:	Whitlock Ave											
			To:	Sheridan St											
Imperial St	130	F								0.143	F	140	F	2005	
			From:	Papermill Rd											
			To:	Superior Ave											
Jackson Ave	580	F								0.106	F	640	F	2005	
			From:	Braddock St											
			To:	Pennsylvania Ave											
Kent St	1300	F								0.099	F	1400	F	2005	
			From:	Beau St											
			To:	WCL Winchester											
Kent St	5200	F								0.092	F	5700	F	2005	
			From:	Boscawen St											
			To:	Philpot St											
Leicester St	400	F								0.094	F	440	F	2005	
			From:	Parkway Ave											
			To:	Shawnee Ave											
Marion St	330	F								0.092	F	360	F	2005	
			From:	Branner Ave											
			To:	Caroline St											
Massanutten Terrace	320	F								0.129	F	350	F	2005	
			From:	Hockman Ave											
			To:	Middle Rd											
Miller St	490	F								0.088	F	530	F	2005	
			From:	Handley St											
			To:	Ivy St											
Orchard Ave	210	F								0.090	F	230	F	2005	
			From:	Elm St											
			To:	ECL Winchester											
Parkway Ave	990	F								0.098	F	1100	F	2005	
			From:	Pall Mall St											
			To:	Leicester St											
Pennsylvania Ave	570	F								0.089	F	620	F	2005	
			From:	Richards											
			To:	Jackson Ave											
Peyton St	520	F								0.102	F	570	F	2005	
			From:	Fairmont Ave											
			To:	Braddock St											
Pleasant Valley Rd	520	F								0.22	F	560	F	2005	
			From:	Dead End											
			To:	Cedarmeade Ave											
Purcell Ave	1900	F								0.106	F	2100	F	2005	
			From:	Cork St											
			To:	Grove St											
S Kent St	1400	F								0.097	F	1500	F	2005	
			From:	Millwood Ave											
			To:	Southwerk St											

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						2Axle	3+Axle	1Trail	2Trail						
<b><u>City of Winchester</u></b>															
Saratoga Dr	660	F								0.101	F		720	F	2005
			From:	Dulles Circle											
			To:	Lake Dr											
Shenandoah Ave	760	F								0.094	F		830	F	2005
			From:	Leicester St											
			To:	Cork St											
Stewart St	9200	F								0.078	F		10000	F	2005
			From:	Wolfe St											
			To:	Boscawen St											
Summit Ave	170	F								0.109	F		190	F	2005
			From:	2Nd St											
			To:	1St Street											
Tennyson Ave	810	F								0.096	F		880	F	2005
			From:	Jefferson St											
			To:	Leicester St											
Washington St	6900	F								0.094	F		7600	F	2005
			From:	Boscawen St											
			To:	Amherst St											
Wentworth Dr	1400	F								0.165	F		1600	F	2005
			From:	Applecroft Rd											
			To:	Beachcroft Rd											
Whitter Ave	720	F								0.098	F		790	F	2005
			From:	Wood Ave											
			To:	Ridge Ave											
Wood Ave	610	F								0.093	F		670	F	2005
			From:	Whitter Ave											
			To:	Lanny Dr											
Woodland Ave	840	F								0.103	F		920	F	2005
			From:	Pine St											
			To:	Elm St											
Wyck St	4300	F								0.105	F		4700	F	2005
			From:	Loudoun St											
			To:	Braddock St											